

### AMENDMENTS TO THE CLAIMS

Please amend the claims as follow. Insertions are shown underlined while deletions are ~~struck through~~.

1 (currently amended): A molded interior trim installation material for an automobile, comprising:

an air permeable design layer that faces an interior surface of the automobile and that has a flow resistance value of less than  $500\text{Nsm}^{-3}$ ;

a shape-retaining felt layer that ~~can~~ maintains its molded shape and that has a flow resistance value of less than  $500\text{Nsm}^{-3}$ ; and

[[an]] a porous adhesive layer that serves to adhere said air permeable design layer and said shape-retaining felt layer and that forms openings therein;

wherein said air permeable design layer, said shape-retaining felt layer, and said porous adhesive layer are laminated and are three-dimensionally formed into a shape that matches a shape of a portion of the automobile where the molded interior trim installation material is installed, and

wherein the molded interior trim material installation has a flow resistance value of 1000 to  $5000\text{Nsm}^{-3}$ .

2 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, wherein a flow resistance value of a laminate of said air permeable design layer, said shape-retaining felt layer, and said porous adhesive layer is within a range from 500 to  $4000\text{Nsm}^{-3}$ .

3 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, comprising:

a flat molded portion that extends along a flat portion of the interior surface of the automobile; and

a vertical wall molded portion that extends upwardly from said flat molded portion:

wherein a flow resistance value of a laminate of said air permeable design layer, said shape-retaining felt layer, and said porous adhesive layer in said vertical wall molded portion are relatively smaller than that in said flat molded portion.

4 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, comprising:

a flat molded portion that extends along a flat portion of the interior surface of the automobile; and

a vertical wall molded portion that extends upwardly from said flat molded portion:

wherein a flow resistance value of a laminate of said air permeable design layer, said shape-retaining felt layer, and said porous adhesive layer in said vertical wall molded portion at a front side of the automobile are relatively smaller than that in said flat molded portion.

5 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, further comprising:

a flat molded portion that extends along a flat portion of the interior of the automobile; and

a vertical wall molded portion that extends upwardly from said flat molded portion:

wherein a flow resistance value of a laminate of said air permeable design layer, said shape-retaining felt layer, and said porous adhesive layer in said vertical wall molded portion of a luggage compartment of the automobile are relatively smaller than that in said flat molded portion.

6 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, wherein a flow resistance value of said porous adhesive layer is within a range from 300 to 3500 Nsm<sup>-3</sup>.

7 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, wherein a diameter of each of said openings in said porous adhesive layer is in a range from 0.5 to 3.0 mm, and the number of said openings is in a range from 40 to 500 /100cm<sup>2</sup>.

8 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, wherein openings are formed halfway through said air permeable design

layer or said shape-retaining felt layer at positions that face said openings in said porous adhesive layer.

9 (original): The molded interior trim installation material for an automobile according to Claim 8, wherein said opening formed halfway through said air permeable design layer or said shape-retaining felt layer is shaped into a cone that is relatively broad at an entrance side and relatively narrow at a deep side.

10 (previously presented): The molded interior trim installation material for an automobile according to Claim 1, wherein a split fiber formed by extruding different kinds of resins from the same base is included in said air permeable design layer and/or said shape-retaining felt layer.

11 (withdrawn): A method of manufacturing a molded interior trim installation material for an automobile according to claim 1, comprising the steps of:

- forming an air permeable design layer that faces an interior surface of the automobile and that has a flow resistance value of less than  $500\text{Nsm}^{-3}$ ;

- forming a shape-retaining felt layer that can maintain its molded shape and that has a flow resistance value of less than  $500\text{Nsm}^{-3}$ ;

- forming openings in a thermoplastic resin film by using a heat needle;

- laminating said air permeable design layer and said shape-retaining felt layer through said thermoplastic resin film that is formed with said openings and that is heated and molten; and

- thermally forming a laminate of said air permeable design layer, said thermoplastic resin film, and said shape-retaining felt layer to provide a three-dimensional shape that matches a shape of a portion of the automobile where the molded interior trim installation material is installed.

12 (withdrawn): The method according to Claim 11, wherein, while said thermoplastic resin film is overlaid on one surface of said air permeable design layer or said shape-retaining felt layer, by using a machine for forming an opening with many heat needles implanted on a circumference, said openings are formed from said thermoplastic resin film side to said air permeable design layer side or from said thermoplastic resin film side to said shape-retaining felt layer side so as to pass through said thermoplastic resin film and so as to pass halfway through said air permeable design layer or said shape-retaining felt layer.

13 (currently amended): A spreading interior trim material molded to be fitted to an automobile at a spreading position, comprising a laminate having a flow resistance value of 500 to  $4000\text{Nsm}^{-3}$  comprising:

an air permeable design layer which is an outermost layer having a flow resistance value of less than  $500\text{Nsm}^{-3}$ ;

a shape-retaining felt layer capable of maintaining its molded shape and having a flow resistance value of less than  $500\text{Nsm}^{-3}$ ; and

a porous adhesive layer bonding the air permeable design layer and the shape-retaining felt layer and having a flow resistance value of 300 to  $3500\text{Nsm}^{-3}$ , said porous adhesive layer having 40-500 throughholes per  $100\text{ cm}^2$  each having a diameter of 0.5 to 3.0 mm, said throughholes being uprightly formed between the air permeable design layer and the shape-retaining felt layer,

wherein the spreading interior trim material has a flow resistance value of 1000 to  $5000\text{Nsm}^{-3}$ .

14 (previously presented): The spreading interior trim material according to Claim 13, wherein the laminate is comprised of:

a horizontal molded portion; and

an upward wall molded portion that extends upwardly from the horizontal molded portion,

wherein the upward wall molded portion has a flow resistance value smaller than that of the horizontal molded portion.

15 (previously presented): The spreading interior trim material according to Claim 13, wherein the shape-retaining felt layer has a thickness of 2-5 mm and a density of  $50\text{-}300\text{ kg/m}^3$ .

16 (previously presented): The spreading interior trim material according to Claim 13, wherein the shape-retaining felt layer is made of a synthetic fiber felt including 5-30% by weight of a thermoplastic resin fiber having a melting point of 100 to  $200^\circ\text{C}$ .

17 (previously presented): The spreading interior trim material according to Claim 13, wherein the porous adhesive layer is made of a thermoplastic resin having a melting point of  $100\text{-}300^\circ\text{C}$ .

18 (previously presented): The spreading interior trim material according to Claim 17, wherein the thermoplastic resin is selected from the group consisting of polyethylene resin, polypropylene resin, and modified polyester resin.

19 (new): The molded interior trim installation material for an automobile according to Claim 1, wherein the shape-retaining layer has a thickness of 2 to 5 mm and a density of 50 to 300 kg/m<sup>3</sup>.